

South Capitol Street and Fredrick Douglass Bridge

Reconstruction of the South Capitol Street Corridor (Segments 1 and 2)

Washington, DC

Submitted by the District Department of Transportation

Concept Review

Commission meeting date: October 3, 2013

NCPC review authority: District project (40 U.S.C. § 8722(b)(1))

Applicant request: Comments on concept site and building plans

Delegated / consent / open / executive session: Open

NCPC Review Officer: C. Hart

NCPC File number: 7529

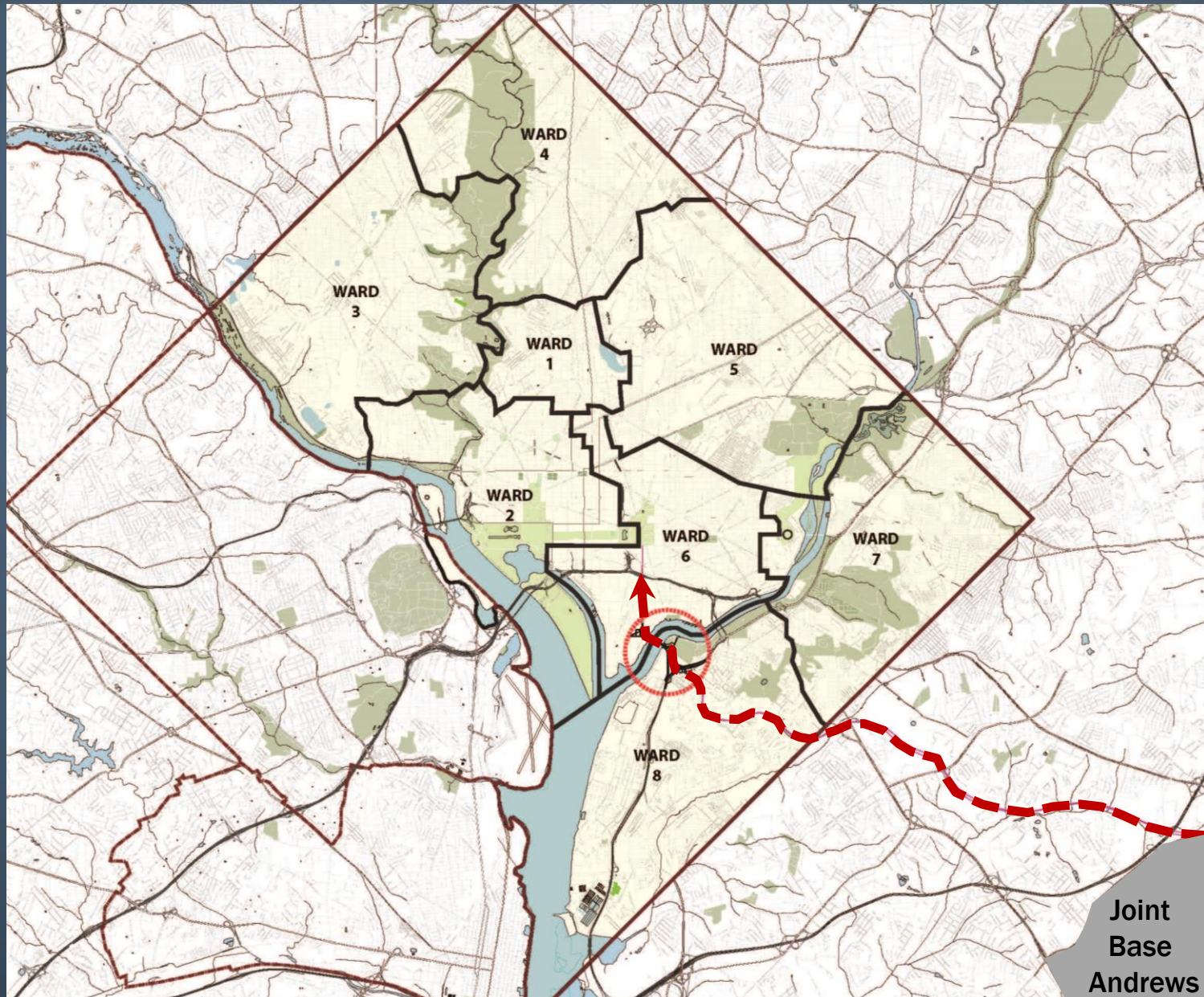
Project summary:

This proposal is a \$600 million project to revitalize the South Capitol Street Corridor and replace the Frederick Douglass Bridge and includes the rehabilitation of several triangular parks and two new open spaces. This proposal will include the construction of a 1,600 foot long, seven-span, slender-haunched fixed bridge to replace the deteriorating Frederick Douglass Bridge.

This has been an ongoing project for a number of years and during the past 12 months DDOT has studied several design refinements of the 2011 FEIS Preferred Alternative as part of the design development process. DDOT evaluated the designs to reduce or eliminate the right-of-way and environmental impacts of the project while improving access to the bridge, and connecting roads including maintaining South Capitol Street as a main gateway into the District.

This concept proposal is a modification to the FEIS Preferred Alternative. The most significant of these modifications is an alignment of the new Frederick Douglass Bridge parallel to the existing bridge, and reconfiguration of the FEIS traffic circle on the eastern side of the bridge to an oval shaped space.

NCPC staff have been coordinating with DDOT, DCSHPO and CFA on the design of the bridge and the ovals on either side of the bridge.



Joint
Base
Andrews


LEGEND

Phase 1

 **Segment 1** - Frederick Douglass Memorial Bridge and Approaches

 **Segment 2** - I-295/Suitland Parkway Interchange Reconstruction

Phase 2

 **Segment 3** - New Interchange at Suitland Parkway/Martin Luther King, Jr. Avenue, SE

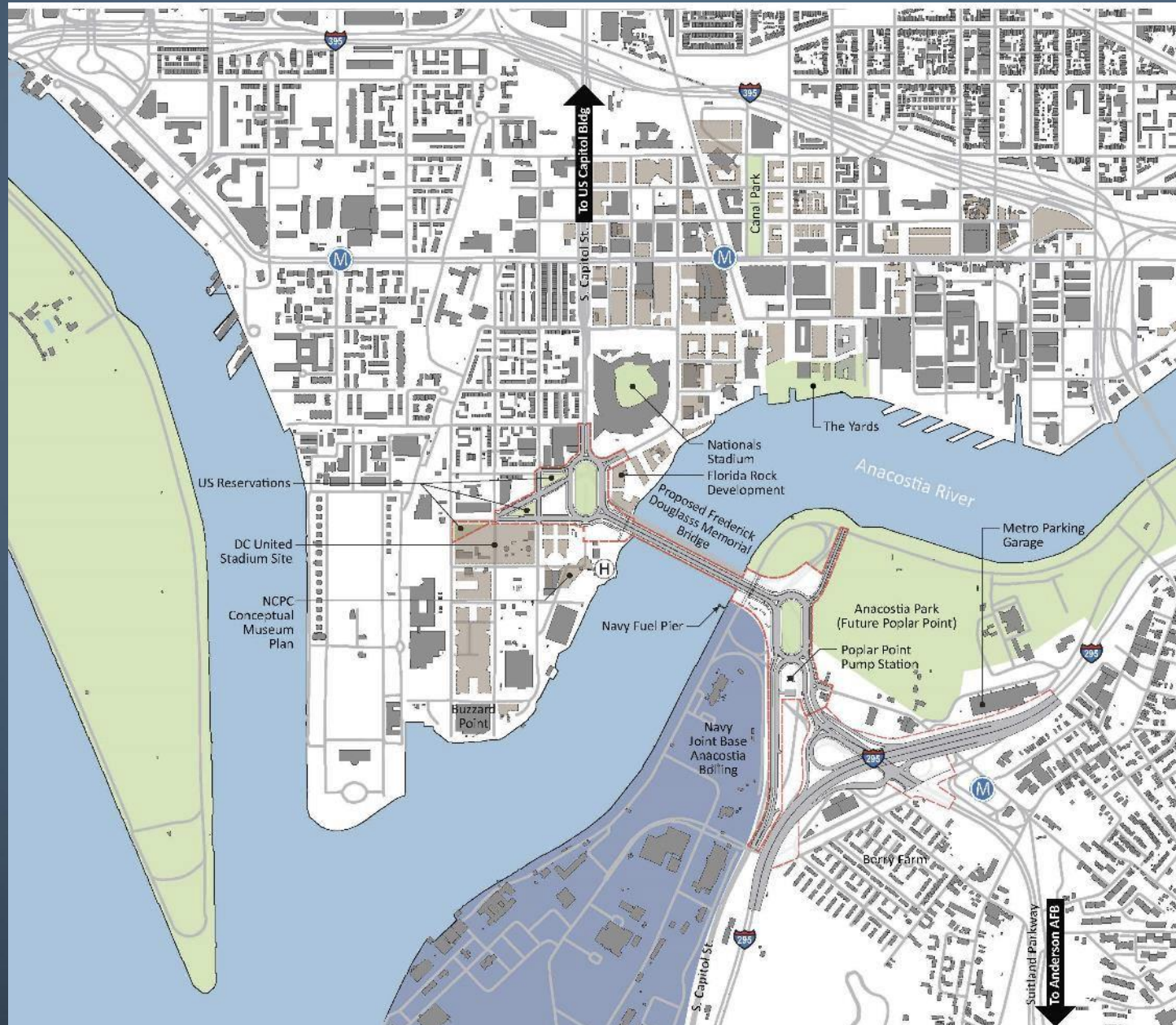
 **Segment 4** - South Capitol Street Including M Street

 **Segment 5** - New Jersey Avenue Streetscape Improvements



Figure 2-2 Project Segments

Project Context – Adjacent Landowners



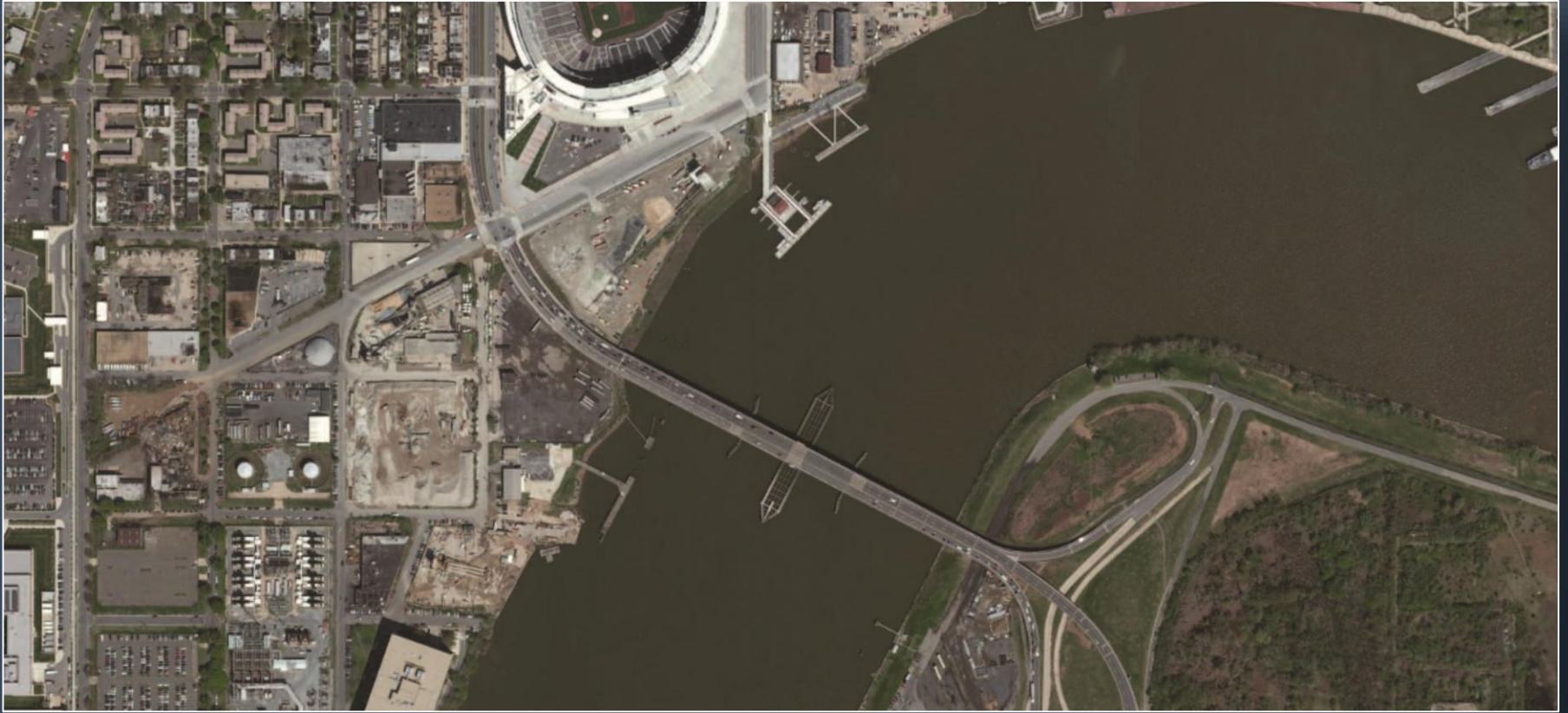




Image 3-2 View of the Capitol Building from South Capitol Street



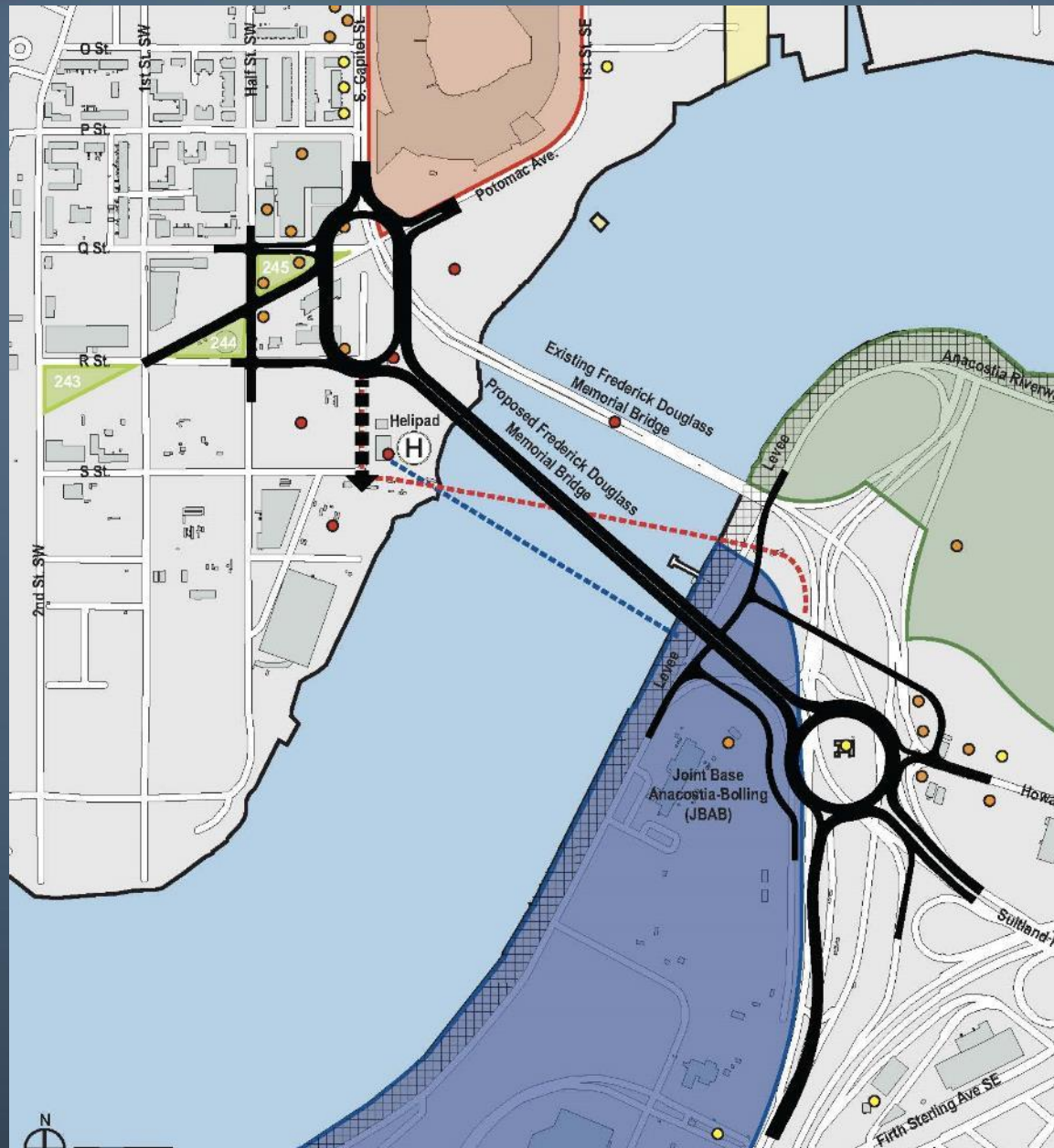
Image 3-3 South Capitol Street - Potomac Avenue intersection looking south





Image 3-19 Existing Frederick Douglass Memorial Bridge viewed from South Capitol Street ramp



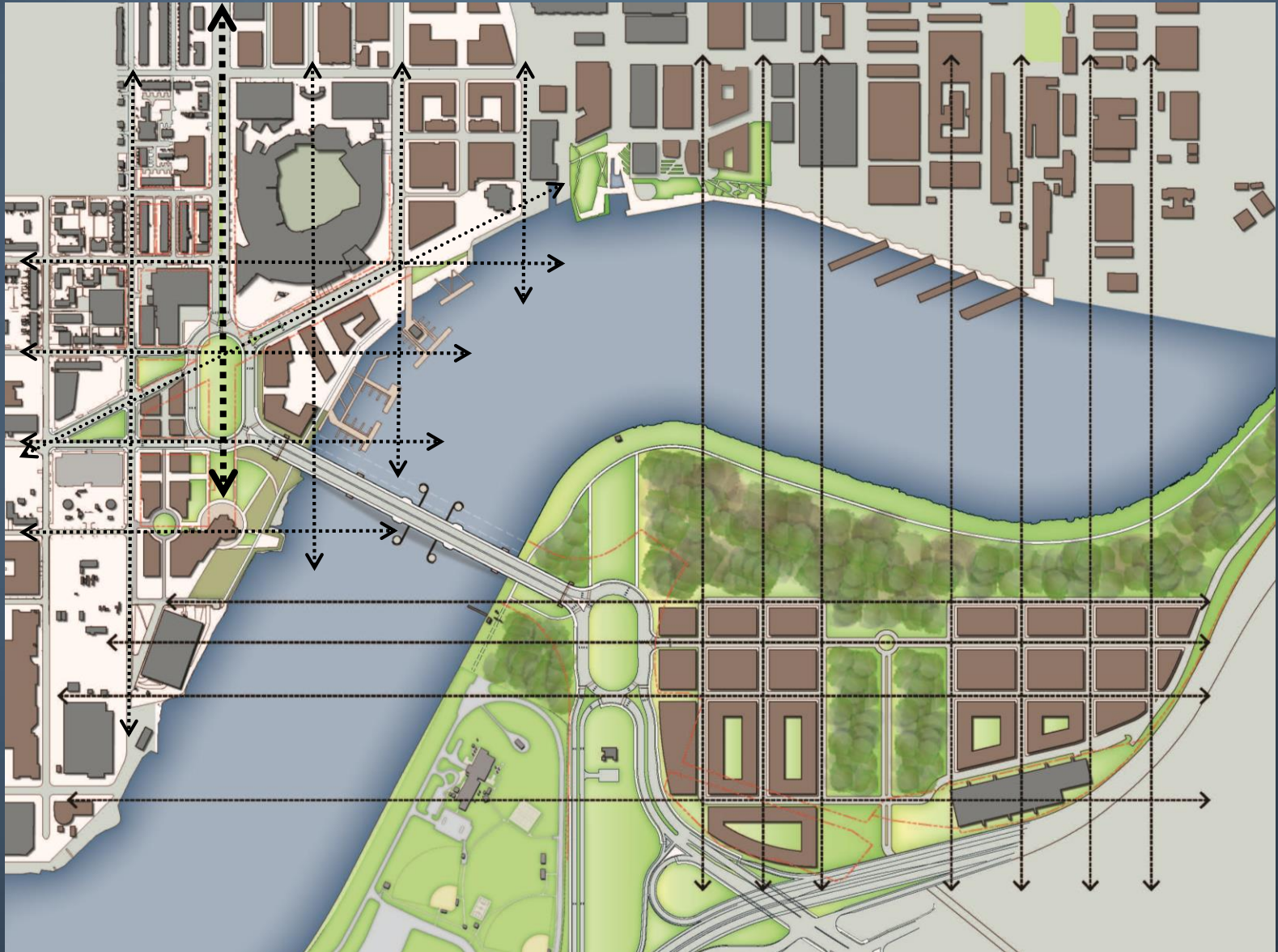


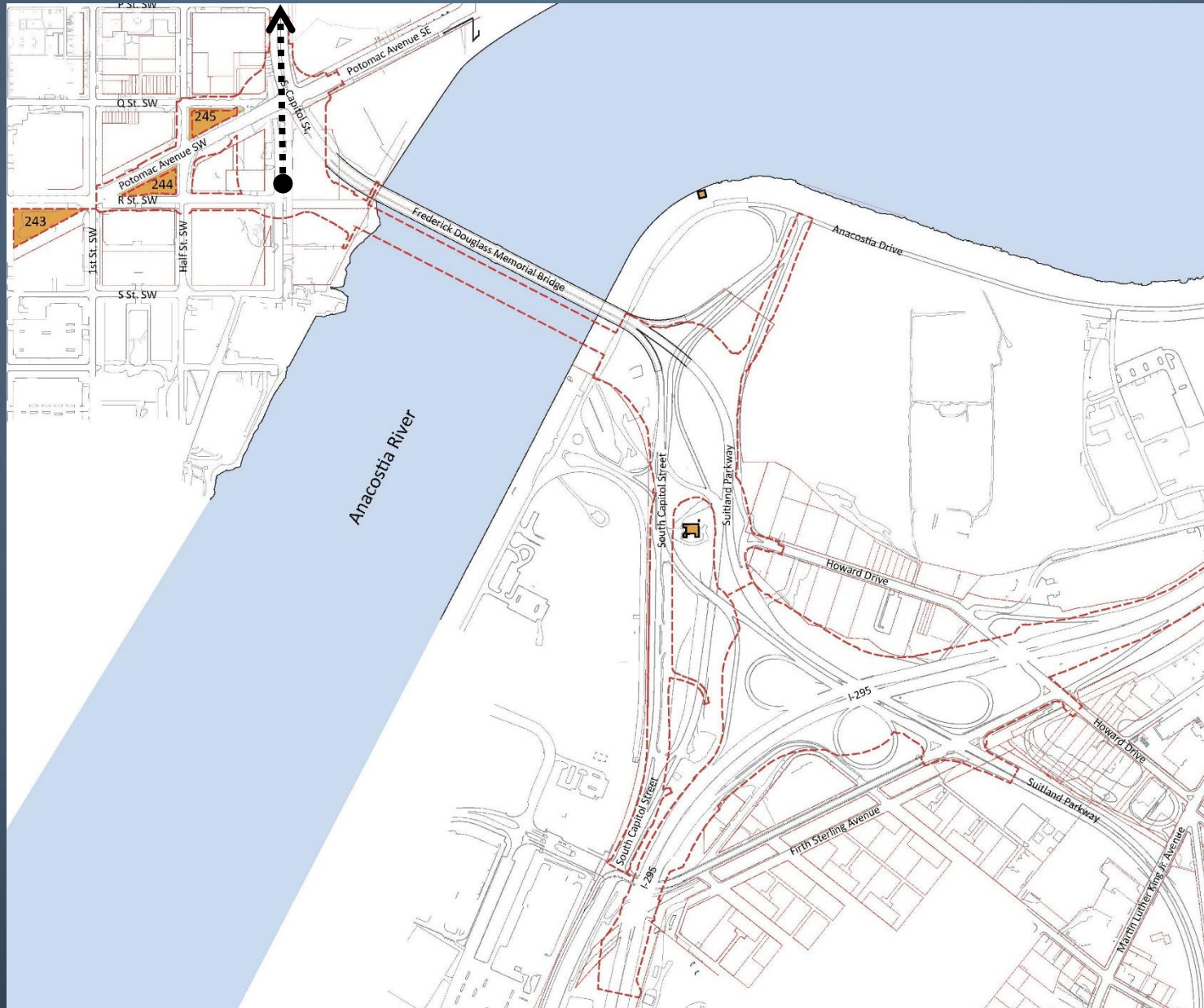


Planning Context

Very important gateway into D.C. for many visitors to the region including diplomatic VIPs from arriving at Joint Base Andrews in Prince Georges County, MD. As such, a number of studies have been initiated by NCPC and others to improve the arrival sequence from Suitland Parkway to South Capitol Street.

- Extending the Legacy (1998)
- South Capitol Street Urban Design Study (2003)
- Anacostia Waterfront Initiative (2004)
- South Capitol Street Task Force Recommendations (2005)
- Monumental Core Framework Plan (2009)





Frederick Douglass Bridge

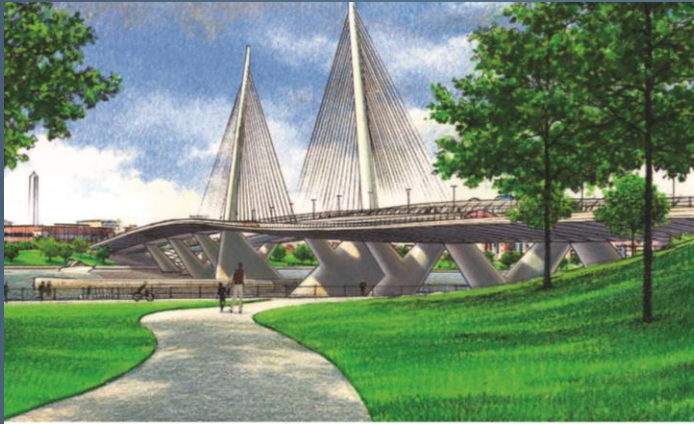


Figure 4-2 Alternate 1: Cable Stayed Swing Bridge



Figure 4-3 Alternate 2: Stayed Bascule Bridge



- **Haunch Depth and Style** – What depth is the box beam size and style does it mimic?
- **Pier Type** – How does the bridge meet the water and what do these supports look like?
- **Pier Span Proportions** – how far apart are the bridge piers and how do these compare with other local bridges?
- **Belvedere Location and Size** – this option is to find the right scale and location of the respites along the bridge.
- **Operational Bridge Span** – this option is not being pursued, but it has not been completely eliminated.

- 7 spans
- $\approx 1,600$ feet long
- 6 lane road
- bike/pedestrian trail
- Two belvedere's
- Lighting and handrails



Figure A 2-5 Bridge Span

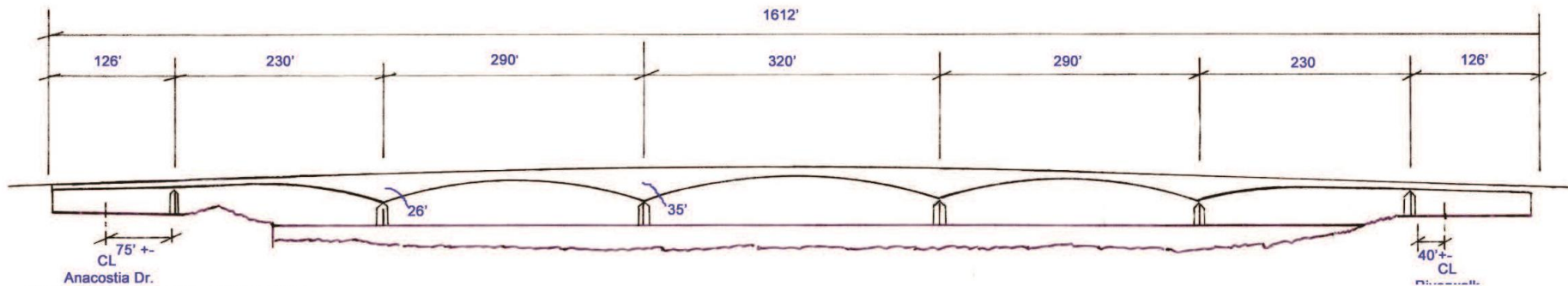
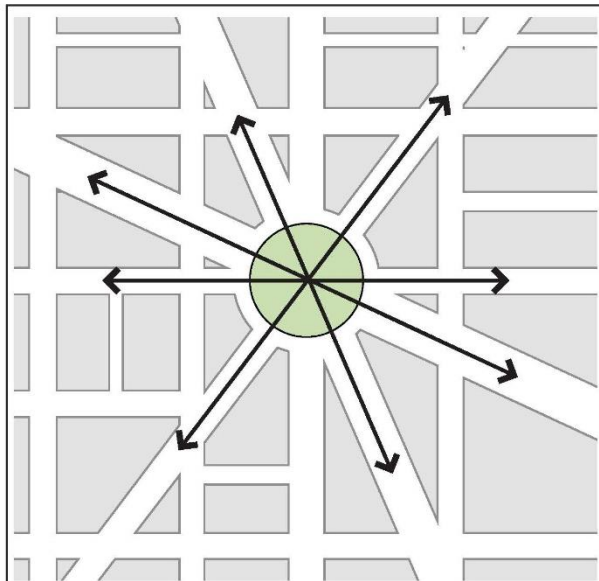


Figure A 2-4 Bridge Element Proportions

Open Space

DuPont Circle



2.2 acres

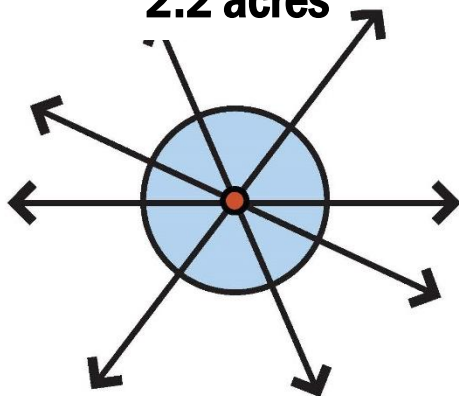
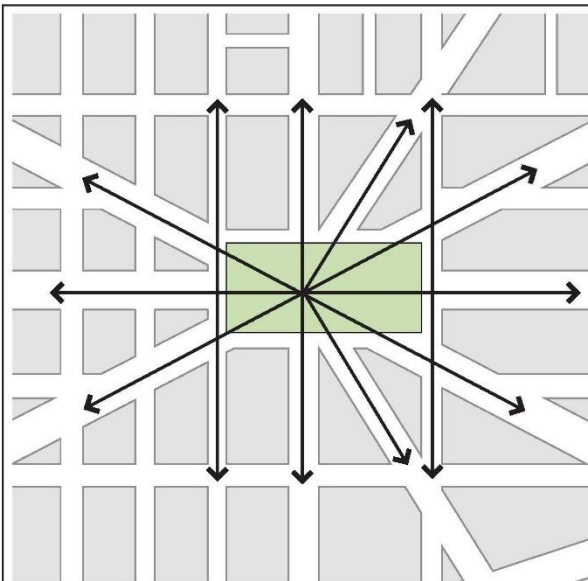


Figure 4-72 DuPont Circle - Example of Circular Roundabout

Lincoln Park



7.8 acres

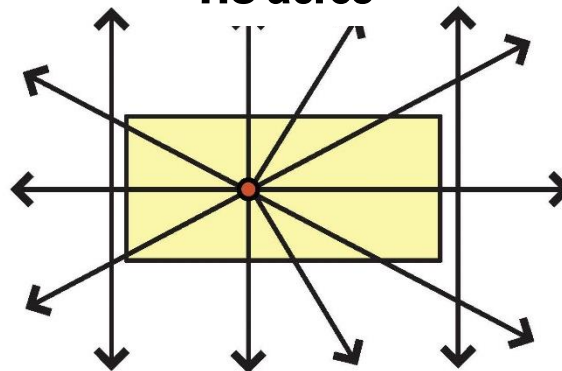
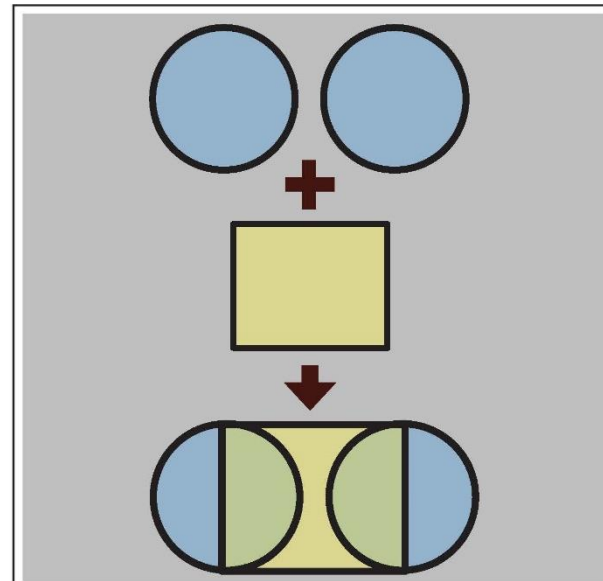


Figure 4-73 Lincoln Park - Example of Rectangular Roundabout

New Ovals



3.1 and 2.9 acres

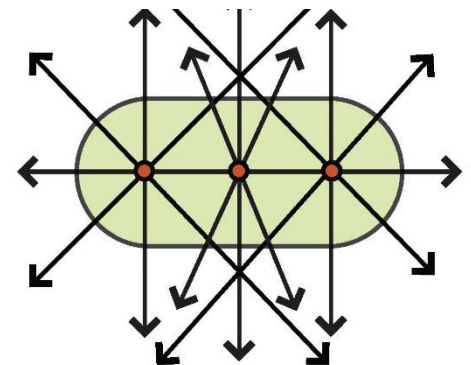


Figure 4-74 Oval Roundabout - Interpolation and Focal Points

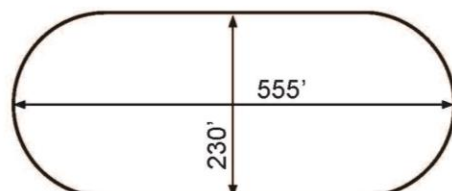


Figure A 1-1 Proposed East Oval Minimum Dimensions

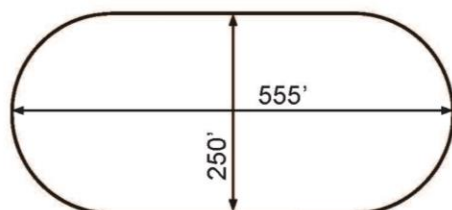


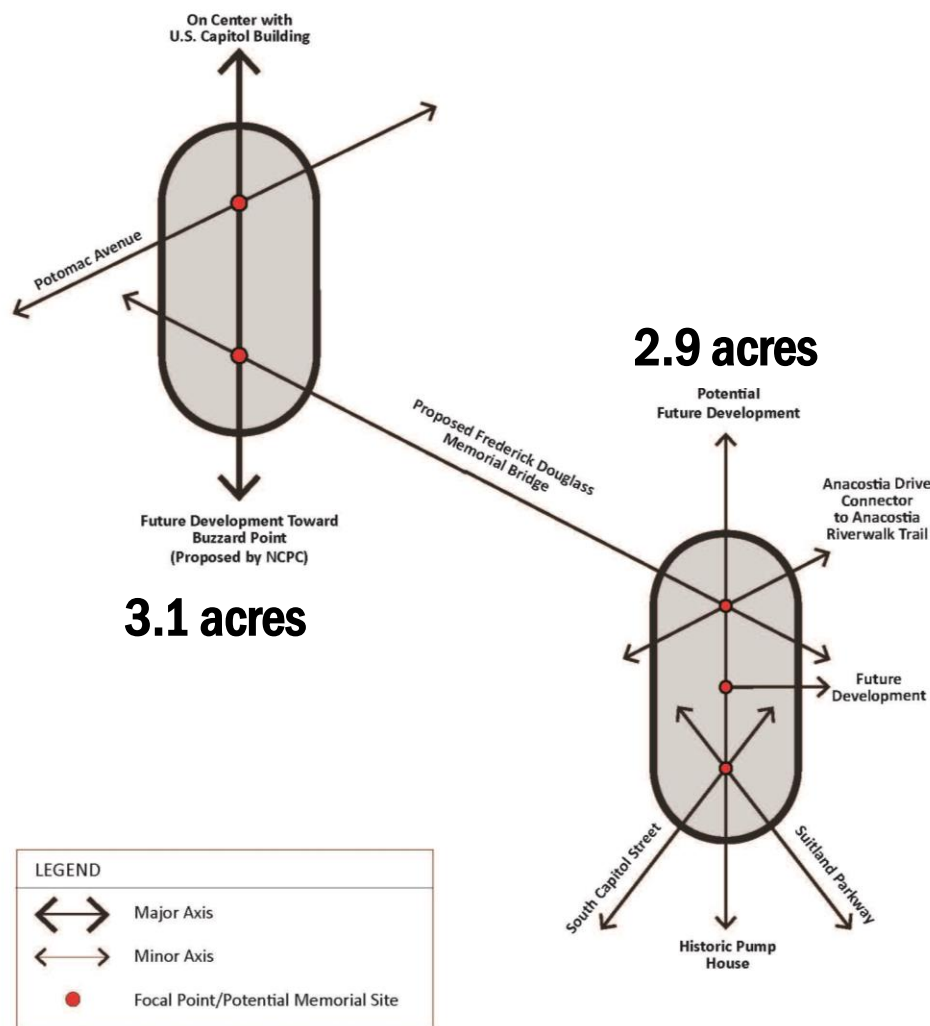
Figure A 1-2 Proposed West Oval Minimum Dimensions

trees, signs, or other obstructions shall be placed in the view shed.

- Intersections of prominent road centerlines shall occur at either the counter point of the oval or the radius point of one of the oval's arcs. These intersections create focal point, which will eventually become a commemorative space.
- Wherever possible, the design builder should strive for bilateral symmetry across the ovals and particularly across the centerline of South Capitol Street.
- The centerline of the west traffic oval shall be oriented parallel on center with the centerline of South Capitol Street.
- The east oval shall be oriented in the same north-south fashion as the west oval

For additional information on the District's extensive planning history, see section 3.4.1.

For additional information on Pierre L'Enfant's planning principles, see section 4.8.



A 1.2.3 Bike Facility Aesthetics

LEGEND

-  Limit of Work
-  18' Separated Facilities
(10' Two-Way Cycle Track - 8' Pedestrian Path)
-  12' Shared-Use Path
-  5' On-Street Designated Bike Lane
-  Transition Area/ADA Ramp
-  Raised Crosswalk
-  Direction of Future Expansion

